Water proofing

"R. I. W."

The PAINT They
TALK ABOUT

INDORSEMENTS
ON OUR
Check
TO
DAMPNESS

Copyright, 1908
by
HENRY M. TOCH
New York City

Photo of
STETTINER BROS
[illegible] New York

"R. I. W."

The PAINT They TALK ABOUT

INDORSEMENTS

ON OUR

Check

TO

DAMPNESS

R. L. WATSON, Agent
400 BRUNSON BLDG. COLUMBUS, O.
CITZ. 9446, BELL MAIN 3266

WHAT IS R. I. W.?

That has been the question put to us right and left, by inquiring architects, in reference to the "R. I. W." DAMP-RESISTING PAINTS. Our answer is that "R. I. W." stands for "REMEMBER IT'S WATERPROOF." The material is a thick black liquid made from a fusion of gums melted to make one uniform mass, and having no pores, it locks up the pores of any surface over which it is applied, thus positively preventing moisture or dampness from striking through. It remains elastic under any and all conditions, and the #232 and #110, as well as the "R.I. W" MARINE CEMENT, remain tacky almost indefinitely. Over these grades of "R.

I. W." Paint plaster or cement can be applied. The material is equal to a liquid gutta percha. The introduction of this wonderful compound marked an epoch in the construction of buildings. Storms and dampness are positively checked from penetrating walls. The space is gained which up to now was taken up by lathing and furring. If architects want furring as an additional protection, or even lathing, the inside of exposed walls of the building should be painted with "R. I. W." just the same. Most architects specify "R. I W." on hollow brick before plastering, as an additional safeguard.

HOW ARCHITECTS SHOULD SPECIFY "R. I. W."

All exposed walls on the entire building to be painted thoroughly on the inside with "R. I. W." Damp-Resisting Paint as manufactured by Toch Brothers, New York, so as to form a protection against dampness, and in accordance with instructions that will be furnished by the manufacturers. Care should be taken that every particle of the walls is thoroughly covered, not the slightest portion left uncovered.

The parapet walls to be coated on the inside and outside with Toch Brothers' "Konkerit" Coating, then to be covered with Toch Brothers' oil paint. "Konkerit" Coating is to be used according to the directions of the makers.

All surfaces of lime or Bedford stone, except the face, are to be coated with Toch Brothers' "R.I. W." Damp-Resisting Paint #110.

IRON WORK to be painted two good coats of Toch Brothers' "R. I. W." #49. This grade cannot be plastered over.

FOUNDATION WORK.

The outside, inside, and top of your foundations are to be thoroughly coated with "R. I. W." Marine Cement as per diagram. When "R. I. W." Marine Cement is found to be too heavy two coats of #232 will do as well.

HOW "R. I. W." SHOULD BE APPLIED.

All joints should be thoroughly and carefully pointed up, so that there are no open spaces between the bricks. Then the inside of the exposed walls should be coated thoroughly; by this we mean there should be no particle of a wall left uncovered. The painter must retouch all such portions which do not present a uniformly black appearance. He must paint in between the beams and window casings. Care should be taken that all window casings where there is no furring should be calked with oakum, otherwise the storms are apt to penetrate between the casings and the walls. It requires no skilled labor to apply "R.I.W." The skill is all in the manufacture of the "R. I. W." Paint. All we want is careful application. Any one who is careful and conscientious in his work can do it.

The above cut shows the walls of the Hotel Navarre coated with "R. I. W." Damp-Resisting Paint No. 232; and also shows the brown coat of plaster being applied directly on the paint.

THE APPLICATION OF R. I. W. #232 ON BRICK WALLS FOR THE PURPOSE OF DAMP-PROOFING.

This material is so compounded that it will partially absorb into the bricks and partially remain on the surface. It remains tacky for two or three months, except when subjected to the direct heat of the sun in the summer time, when it is liable to lose its tack in a shorter time. When the brown coat is applied thereon it adheres very firmly to the "R. I. W.", which is partially absorbed by the brown coat forming a bond between the brick and the plaster. Any moisture penetrating the brick work from the outside cannot penetrate the "R. I. W." if a good, continuous coat has been given.

The above cut shows the limestone of the Lying-in Hospital being coated with "R. I. W." Damp-Resisting Paint No. 110.

R. I. W. #110.

This is intended only for interior damp-proofing and can be plastered on, provided the cement or plaster is applied within 24 hours after the application of the paint. It is also intended for painting the interior of walls, and can be painted over with our oil paint or marble paint, but sufficient time must be given for the R. I. W. Paint to dry thoroughly, which will be at least a week. In case pure white is to be applied over this, it is necessary to give it two or three coats of white, each five or six days apart. This paint is also specially designed for factory purposes where it is subjected to the fumes of acids or alkalies, and is invaluable for painting the outside of wooden vats. On brewery walls, fermenting rooms in the coolships of breweries, and on all structural work it is of great merit, and is being successfully used for these purposes.

Many thousand gallons of "R. I. W." #110 have been used for backing limestone on all five, or concealed, surfaces in contact with masonry, to prevent stain and exclude dampness; and where it is used LaFarge Cement, white sand and lime mortar need not be used, as no stain can get through the "R. I. W." into the stone.

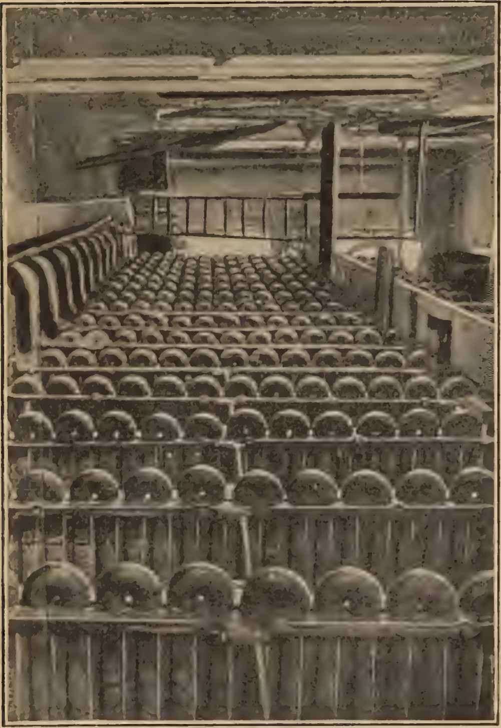
The above cut shows the coolship of one of the largest breweries in New York City, all of which is painted with "R. I. W." Damp-Resisting Paint No. 110. The edges are painted with a bright vermilion to brighten the effect, as the "R. I. W." is black in color.

"R. I. W." #112

This is somewhat similar to the R I.W. #110 and will stand exposure fairly well. It can be used on smoke-stacks and brine pipes, and is thoroughly damp-resisting and water-proof.

This is also used on ferry-boats above the water line. It is used in chemical factories for painting all kinds of metal and wood work, and is used in breweries on brine and condenser pipes.

It takes from 24 to 48 hours to dry and can be painted over in about one week. It is largely used on structural iron work to prevent rust, and is designed to be covered over or bricked in. Exhaustive tests show that iron work painted with #112 "R.I.W." and cemented over cannot rust or decompose, even under extreme conditions.



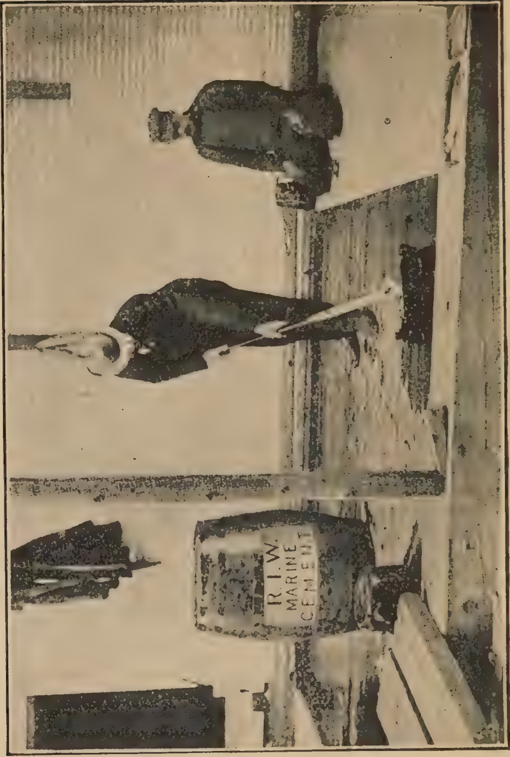
The above cut shows the brine pipes of one of the largest breweries in New York City, which are coated with "R. I. W." Damp-Resisting Paint No. 112.

R. I. W. #49.

This paint is intended to prevent rust on iron and steel structures and to keep out moisture; but owing to its spreading quality, which is from 800 to 1,000 square feet per gallon, it is not designed for cementing or plastering over. Iron or metal which is to be treated with this paint must be clean and dry and the paint must be well brushed out. In from 24 to 48 hours a second coat can be applied, and if desired a coat of any good oil paint can be put over this, just as soon as it is dry.

For damp-proofing outside walls which have not received any paint, the first application should be a coat of Konkerit

Coating. Two or three days after this, one coat of R. I. W. #49 should be given, and a few days after this one coat of any color should be put over the R. I. W. #49, which will satisfactorily finish the work. For coal cars of wood or iron, for steel structures, and for extremely exposed places, such as lighthouses, etc., this paint is invaluable.



The above cut shows the "R. I. W." Marine Cement being applied to the deck of a ferry-boat before the final sheathing is laid. thus protecting the wood-work from rot, etc. The ordure of animals cannot penetrate this paint.

R. I. W. MARINE CEMENT.

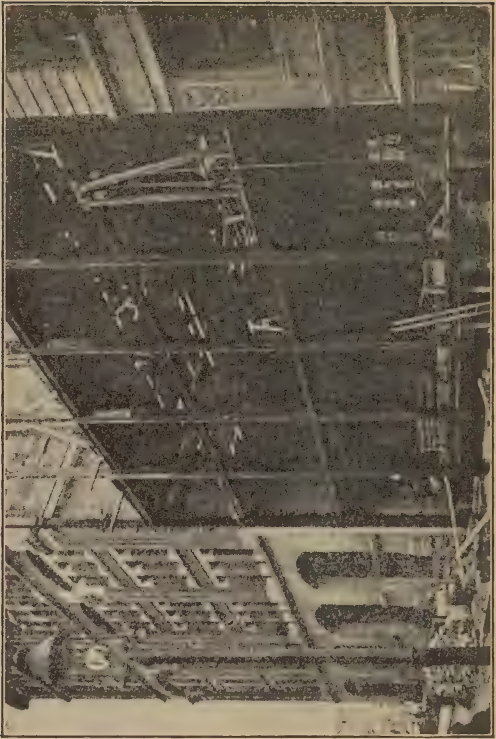
This material is used for damp-proofing cellars, and for water-proofing between decks on boats and between floors of railroad cars, for water-proofing cement floors in factories, and for paying seams. This material is applied cold, which is a great advantage.

R. I. W. #85.

R. I. W. #85 is designed for iron and metal work, particularly where it is subjected to heat and exposure. It is largely used for painting hot stacks, and can be painted over if desired.

Excellent as a Roof paint.

This grade is not intended to be plastered on.

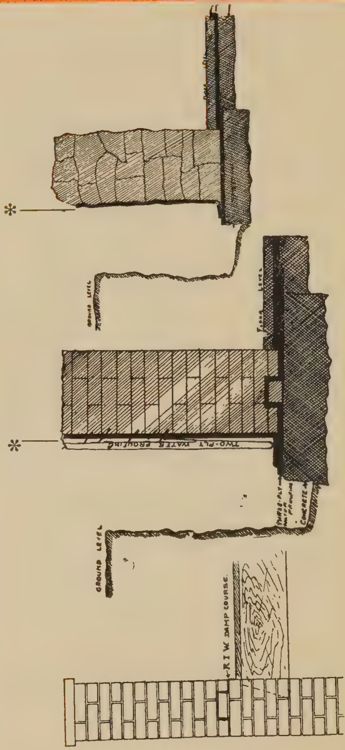


The above cut shows the iron work of the Press Building, in New York City, which is coated with "R. I. W." Damp-Resisting Paint No. 112.

INSULATING PAINT #5.

This grade is similar to #110 "R. I. W." excepting that it dries much more rapidly and is designed for electrical insulating where a quick-drying material is wanted. It is also used by several railroad companies as a hand-rail and truck paint, and stands exposure on smokestacks fairly well. For painting the outside of tanks in which acids or chemicals are stored it is very effective.

* "R. I. W." MARINE CEMENT.



The Toch "R. I. W." System of Waterproofing.

The above cut shows the method of applying the "R. I. W." Marine Cement to foundation walls as a damp course. See article on "Damp-Proofing Against Pressure," covering this method.

R. I. W. MARINE CEMENT.

We manufacture two grades of marine cement. One called "R. I. W." Marine Cement for shipbuilding and railroad work and the other "R. I. W." Marine Cement for foundation work.

"R. I. W." Marine Cement for shipbuilding and railroad work is intended to be used between decks on ships and as a coating for refrigerator cars to ensure insulation against heat and cold.

"R. I. W." Marine Cement for foundation work is to be used on foundations of buildings to prevent moisture and dampness from coming through either under pressure or by seepage. The great advantage in the use of Marine Cements is that they are applied cold, either with a brush or a hoe.

The outside of a wall is coated in foundation work with Marine Cement, then "R. I. W." felt paper, or insulating paper is applied to the surface recently painted and tacked on the upper edges to prevent it from sliding. This is again painted with "R. I. W." Marine Cement, and twenty-four hours afterwards the earth is banked up against it.

This method applies principally to dwelling houses and country cottages, but where water pressure and moisture is liable to seep through a wall, this operation must be repeated from 3 to 5 times according to the conditions as they exist.

DAMP-PROOFING AGAINST PRESSURE.

Drive nails into the floor and the walls wherever you can, allowing an inch to protrude. Then give two good coats of R. I. W. #232 or one coat of "R. I. W." Marine Cement, and 24 to 36 hours afterwards put on one inch of Cement Concrete mixed three to one. Before this has thoroughly set drive in more nails, allowing an inch or so to protrude, and when this entire mass is set, give two more coats of R. I. W. #232 or one coat of "R. I. W." Marine Cement, over which again place two or three inches of three to one Cement Concrete, the surface of which trowel down to a hard finish. Where the pressure is not very great one application of Marine Cement and Concrete will suffice.

"R. I. W." SMOKESTACK PAINT.

This "R. I. W." Smokestack Paint is to be used on iron smokestacks where the heat is intense. It has been used on the smokestacks of a number of the ferry-boats for several years, and has given great satisfaction.

Should you so desire, we can furnish you with a list of Architects who have specified the "R. I. W." Damp-Resisting Paint, Contractors who have used the "R. I. W." Damp-Resisting Paint, and Buildings upon which the "R. I. W." Damp-Resisting Paint has been used.

STORMS & DAMPNESS

Can be stopped from penetrating the walls of your property by using ***TOCH'S "KONKERIT COATING"*** *on the outside*
TRADE MARK REGISTERED

or R.I.W. DAMP RESISTING PAINT *for inside*

Write us about your troubles
We will tell you the remedy.

TOCH BROTHERS.
468-472 WEST BROADWAY
NEW YORK
PAINT MAKERS SINCE 1848

MARINE TOCKOLITH

PATENTED

THE CEMENT PAINT

Ever since the invention of paint for protective purposes, it has always been composed of Linseed Oil and pigment, and every argument on the question of paint involves an argument on the qualifications or qualities of Pigment and Oil.

Since the days of the Romans it has been known that cement of the Portland type protects metals from corrosion, and yet all the experiments and research on the question of a cement paint have never been successful until the invention of MARINE TOCKOLITH.

For those who are interested in the Chemistry of the "Permanent Protection of Iron and Steel," we would refer to the Journal of the American Chemical Society, Volume 25 No. 7 in which our Mr. Maximilian Toch has gone into this subject step by step in a scientific way.

Pure cement applied to steel or iron as a brush coat mixed with water is a useless and wasteful operation, for the reason that a thin film of cement can not be made to set, for the obvious reason that the water evaporates too quickly and leaves the cement in a dry powder. The addition of deliquescent materials, principally Chlorides, have been tried and had to be abandoned for the reason that the alkaline or earthly alkaline Chlorides are rust producers instead of rust preventives, and the proper invention of a vehicle to mix with the correct kind of cement has been entirely solved by us, and our cement paint known as MARINE TOCKOLITH and fully covered by patents is offered for general use. The binder is acted upon by moisture. MARINE TOCKOLITH in its drying or setting, liberates Calcium Hydrate and in this manner permanently protects steel and iron against corrosion.

Briefly stated, MARINE TOCKOLITH is a successful chemical combination of tri-calcic silicate synthetic cement, making the cement plastic; and while it is moist the liquid partly evaporates as in a paint, leaving an elastic film on the iron which is a cement coating.

The material is composed approximately 50% of tri-calcic silicate and di-calcic Aluminate and 50% of inert pigment which gives it the nature and appearance of a paint and at the same time properly dilutes the cement. If no pigment were added to this synthetic compound, it would not have covering or hiding power.

Its use is very simple. It is thoroughly stirred and applied on a clean surface like any other coating or paint. It becomes hard and sets similar to cement, thus forming a stone coating which, however, does not chip or crack, the vehicle giving the cement elasticity.

All that is required is

that the surface be cleaned of dirt and grease, and on old work should there be any loose paint this should be removed. Should the old paint, however, be hard, you are perfectly safe in painting over it. Its color is that of cement.

Some of the largest constructions of recent date have been protected by MARINE TOCKOLITH, and we will cheerfully give you specific information on request.

Every paint that has heretofore been made, carries with it instructions that it must not be applied over a rusty surface. The ordinary yellow rust which forms on clean iron after a rain storm as a rule progresses, and we are very glad to state that where

MARINE TOCKOLITH is applied over incipient rust of the yellow kind, progress is checked for certain well known chemical reasons which we have worked out, and which reduced to its simplest expression is the formation of Calcium Ferrite in conjunction with Calcium Aluminate.

All directions written by engineers and architects as to the proper cleaning of steel before the application of paint are more or less ignored, and it must therefore be a gratification to every architect and engineer to know that this paint can be painted over incipient rust and the rust will be absorbed.

We must not however, be misunderstood that our cement paint can be used over scale or dirt or loose particles and give good results. The proper foundation must be present, but sand-blasting is not necessary.

On grillage beams, foundation work and superstructure, it is necessary and essential to apply a coat of either No. 5 Insulating or No. 110 "R.I.W." Damp Resisting Paint over Marine Tockolith to prevent electrolytic corrosion. Allsteel structural work which is bedded in concrete or surrounded by masonry, can be usually finished with two coats where it formerly took three coats.

Our paints are no dearer than any other good paints, and the spreading power is approximately the same. For bridge and exposed work and surfaces exposed to the elements and locomotive gases No. 49 "R.I.W." Damp Resisting Paint is recommended.

We invite further correspondence, and will be glad to give other technical information on this subject.

"LIQUID KONKERIT"

[PATENTED]

"LIQUID KONKERIT" is a cement paint ready for use, intended as a coating for brick or concrete walls. It fills up the pores and crevices with a liquid cement which makes the surface impervious to dampness.

It is usually applied on the OUTSIDE of walls, and one coat of "LIQUID KONKERIT" takes the place of two coats of lead and oil paint.

"LIQUID KONKERIT" is a light gray in color, and is similar in appearance to Neat Portland Cement. It can be second coated with one coat of any good Oil Paint to obtain a lighter shade, such as is usually desired. One coat of our Ready mixed Oil

Paint will thoroughly cover "LIQUID KONKERIT."

The high standard which we have established for our Technical Paints and Specialties is sufficient guarantee that the "LIQUID KONKERIT" will do all we claim for it. It has been used on a great number of buildings throughout the country and has proved universally successful. One gallon of "LIQUID KONKERIT" on a brick or concrete surface will cover about 125 Sq. ft. On extremely porous surfaces we would recommend two coats of the "LIQUID KONKERIT" but on ordinary brick or cement walls, one coat is sufficient.

CEMENT FILLER AND CEMENT FLOOR PAINT

Engineers have always wished for a proper coating on a concrete floor, for the reason that all cement floors continually dust, and no matter how often they are swept and washed up, as soon as they are dry they become easily abraded and then fine particles of silica and lime float through the air, and in generating rooms of electric power houses and operating rooms much damage is done to the contact point of motors and generators, owing to the grinding and polishing action of these impurities in the air. Someone unfortunately suggested to oil a cement floor, but in one of the western round houses it was found that the fatty acids in the oil formed a combination with the concrete and in many places the floor expanded, bulged, and blistered with a ruinous effect.

Every engineer will admit that we have given this matter a very careful study, in view of the fact that a patent was granted on our CEMENT FILLER AND CEMENT FLOOR PAINT, and that it is very largely used by the power houses and hospitals all over the country.

The principle of our Cement Filler is as follows: All concrete and cement liberates calcium hydroxide in the setting. We have manufactured an organic resin, (not a rosin), which when coated on a cement floor or cement structure combines with the free calcium hydrate and forms a true calcium resinate. Inside of six hours this combination is complete, and the floor is then treated with another coat of the same material containing an inert pigment. Within ten hours this second coating is so hard and vitreous that it can be walked on without showing a scratch, and it is waterproof and oil-proof. The first coat of Cement Filler need never be replaced; the second coat of Cement Floor Paint will wear off through much walking upon, and perhaps once a year, more or less, it should be touched up. The finishing coat is made in six different shades. The two most largely used are maroon and the neutral shade, the neutral shade being almost the color of cement concrete. Some of the largest power houses in the country have adopted the use of these two materials with wonderful success, and their statements go to show practically that on D. C. motors there is no sparkling visible. Many hospitals and Public Buildings in the country are likewise using these same materials, and the floors look as if they were made of polished stone.

We would warn all consumers not to be misled by any fictitious arguments of the ' Just as Good" variety. In the first place, our materials are fully covered by patents; and in the second place, imitations are very likely to do harm to a floor, because of the improper acid resin. The prices of these materials are moderate. The first coating of the Filler is $1.50 per gallon, and one gallon will cover from 250 to 600 sq. ft., depending upon the porosity of the floor. The finishing coat will cover on the average about 400 sq. ft. to the gallon and it also costs $1.50. It is unnecessary to employ skilled labor for the application of these paints.

For waterproofing cement structures exposed to the elements, it is necessary to treat cement with a cement filler, but cement floor paint is not adapted for exterior use. For this purpose we manufacture a paint called "Liquid Konkerit," which is of the color of cement and withstands the action of the elements.

AVERY LIBRARY
COLUMBIA UNIVERSITY
CLASSICS

Our Products are made for those who want the BEST, and are Indorsed by those who are judges of the BEST.

Henry M. Toch, Maximilian Toch

Established 1848

Toch Brothers

MANUFACTURERS and IMPORTERS

Specialists in
TECHNICAL PAINTS
COLORS, CHEMICALS
RAW MATERIALS

320 FIFTH AVENUE
New York

FACTORY, LONG ISLAND CITY.

R.I.W. DAMP RESISTING PAINT
TOCH BROTHERS NEW YORK
R
R
I
W
W